THE HEALTH OF SAILORS.

BAD SANITARY ARRANGEMENTS OF SHIPS, NECESSITY OF REFORM LEGISLATION-REPORTS CY SURGEONS REGARDING THE DISEASES OF SEA-

(FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.) WASHINGTON, July 14.—"We often hear from the lips of 'old salts,'" says Dr. Hober Smith, Sur-geon of the U.S. Marine Hospital at New-York, in a paper on "The Hygiene of the Forecastle," recently printed with the Supervising Surgeon's Annual Report, "we often hear from the lips of 'old salts,' that there are no often hear from the lips of 'old saits, that there are no sailors nowadays; meaning thereby that the typical American seaman exists only in tradition. That there is truth in the hament, and that the marine hospital sur-geon has not far to seek for the causes of this decadence, the breken down wrecks of humanity that throng the approaches to our marine hospitals, and the lamentable age of sailors' seagoing lives-now estimated at less than 12 years—make ready answer." To determine the effect of seafaring pursuits upon the production, modification or limitation of diseases, to discover why it is that the number of "unseaworthy sailors" is greater than for-merly and the means to improve their condition is the object of Supervising Surgeon Woodworth in solicting articles to accompany his report, from the medical corps under his direction. The papers for last year are not. therefore, devoted to the "technical treatment and ex-position of strictly medical and surgical topics," such as position of strictly medical and surged by, in the might be found in medical periodicals, but, in the inguage of Dr. Woodworth, cover "a class of subjects rarely treated of in purely medical literature, and of interest in other than strictly professional circles." These subjects are grouped into two classes—those rerness suspects are grouped into two classes—those re-lating to the marine hospital service in its dealings exclusively with the sailor, and those relating to the service in its connection with the public health. "The Hygiene of the Forecastle," to which reference has already been made, is the first of this year's contributions and is written by Dr. Heber Smith of New-York. The need of more effective sanitary protection for the sailor

is very forcibly arged by Dr. Smith in the following parigraph:

The forecastle of the ship is to this hour the neglected point of sanitary police. The absence of effective neasures of protection to seamen, notwithstanding the more rease across tefferts made in that direction, has become proverbial, but it is particularly noticeable in regard to sanitary requirements, because in this respect scilors are so helpless, and the demand for interference is so urgent. Saliors are not brought under sanitary observation as they should be. They come and go. No one cares for them but to use them for the advancement of selfish purposes; and thus it happens, in the ordering of an inexorable logic, that the public werl is beopardized by the wrongs that the whole world has knowledge of, but still looks upon with indifference and neglect. The dissemination of cholera, small-pox, typhus, yellow, and relapting fevers, and particularly of venereal diseases, in all their varied forms, is, probably, more to be dreaded from sailors flitting about from part to pert than from all their sources. It is indispatable that no outbreak of cholera has occurred in this country that has not been imported here in ships, and the same is true of yellow fever.

After quoting examples and statistics to prove these assertions, Dr. Smith suggests the remedy as follows:

When the guardians of the public health may by anthority be present at the building of the ship, to modify its construction; in the hold where the cargo is stowed to insure cleanliness; on the upper decks to scare light, air, and convenience; at the embarkation to enforce personal abintion and other preparation for the evoyage; on the passare to guard against unforescen dangers, and to correct the errors of indoldence; and, when they may be in the forecastle, first, last, and all of the time, to watch over and prevent its immates from infecting each other and those among whom they may be thrown when they are at length brought to their desired haven—when all these things shall have been accomplished we may then gird up our loins for an attack on this Pandora's box of disease, by whose widespread, all-pervading reign medical skill, social science, and vital statistics are all and equally set at naught.

Dr. Smith, in the same paper, exposes some of the worst errors of construction of the forecastles of ships, quoting examples from Dr. Judson's "Report upon Sami-

werst errors of construction of the forecastics of ships quoting examples from Dr. Judson's "Report upon San tary Condition of the Waterside and Seamon," pub-lished by the Metropolitan Board of Health, New-York 1869, and then describes the result of some of his own recent inspections. The following, which is his repor-tion to the forecastic of the Sandalastic is his reporupon the forecastle of one of the Sound boats, is a fa

upon the forecastle of one of the Soundboats, is a ran sample of all:

Steamboat Bridgeport, 16 years old, plying between New York and Bridgeport—Ferce astle between decks for ward, extending from stem to bulkhead, a d.stance of 27 fect; width at bulkhead, 21 fect 4 inches; highle leaveen decks, 7 fect; 20 hunks, arranged 8 one side, 6 on the other, and 6 against the bulk head: four 6-inch air-ports and a 5-inch stove-pipe hole 1 foot forward of the bulkhead. The only entrance through a hatch 3 feet 6 inches by 2 feet, situated as far forward as possible. The forecastle of the Bridgeport is once of the best of its class, the cubic space per man being about 100 feet. In the forecastle of the steamboat inspected (the Continental) the cubic space per bunk was found to be less than 50 feet, with less adequate means of ventilation than the Bridgedort possessed. The forecastles of all this class of vessels afford illustrations of Dr. Billings's idea of the desire that must have governed the men who planned some of our prisons manely, to see in how small a space human life could be maintained. They also illustrate the bottle plan of ventilation; for when it is considered that the air-ports busic be closed when under way, and that in rough weather the hatch also must be covered, we have the bottle complete, even to the cork.

A MODEL FORECASTLE.

iith, in the discharge of his duties, has found son vessels on board of which proper provision has been mad for the health and comfort of the sailors. Among thes are the ship Ocean King and the schooner R. M. Brock ings. Of the latter he says:

are the ship Ocean King and the schooner R. M. Brockings. Of the latter he says:

The schooner R. M. Brockings, Capt. A. J. Brown, is an additional litustration of what has been done in the effect to ameliorate the condition of scamen affoat, and is here cited, not so much as an example that can be put into minediate practice upon all vessels, as to show what may be accomplished by carnest effort, not along by captains and owners, but by scamen as well. This vessel, with a company of cight souls, all told, was found to have no forcensile at all, in the ordinary acceptation of that term, a portion of the cabin being given up to the raon before the mast. The room was countertably fitted with berths, a stove, feble, with books and writing material upon it and the bulkheads were adorned with pictures. All messed torther, and the captain has his wife on board. In speaking of the not estages of this system of treating sallors like human beings, the captain said it was no longer an exteriment, but had been practiced by him ever since he left the forecastle for the cabin. He required a smaller crew to manage his vessel, and secured a loss of pun. They remained on board in port. Thus avoiding the demonstrating influences of the boarding house. The "fostering room of the Shipping Commissioner was not required, but it to be had upon vessels. There had not been a change in the personnel of his crew in eight months, and some of his men had been with him two years. The evils of the advance-note system were unknown, as his men obtained their money whenever they wanted it after it was carned. It was commical for the ship in many ways; but one mess had to be provided for, and the men took pride in the vessel and in keeping her and all her appointments in good order. But one thing seemed required in this vessel to make it the suffor's ideal of a ship, and that was a pecuniary interest in her.

The paper written by Dr. Frank W. Reilly on "American Connected and the Service" aims to correct popular mis-

The paper written by Dr. Frank W. Reilly on "American Commerce and the Service" aims to correct popular mis-apprehensions in regard to the character and conditions of sea-life and service, and to enlist public interest in the efforts now making to reform the service. The picture which Dr. Reilly draws of the life of the sailor is far from an attractive one. Speaking of the ship he says:

an attractive one. Speaking of the ship he says:

No prison, certainly none of modern days, is so wretched but life within its walls is preferable, on the score of physical confort, to the quarters and the life of the sailor on the vast majority of merchant vessels. No jail dictary so meager, no penal scryitude so exacting, no exortion of authority so unrestrained and brutal, no such utter want of care and forethought for health and life of convict or felon as are as a rule and not the exception, for the man before the mast would be tolerated if comprehended by the community.

As a result of this neglect and ill-treatment, the writer calls attention to the fact that an American securation.

calls attention to the fact that an American seaman on a foreign-going American vessel is fast becoming unknown. Those who remain are, with rare exceptions, skulkers. "sea-lawyers," and victous, and generally incompetent and worthless. Unless there is a remedy discovered for this demoralization among American seamen, Dr. Reilly thinks that the promise of maritime supremacy draw from our increasing tonnage will be an empty one. He therefore calls upon the medical officers of the marine hospital service to "study the sailor, not only in the hospital wards for purposes of cure, but in the forecastle and at the cook's gailey and in the hold on board ship and in the shipping-office and boarding-house and usual places of resort on shore, for purposes of prevention-in short, to find out, if possible, the means of bettering the condition of a class of men whose lot in 1874 is, as it was a century ago, hardship and disease above all others."

FREEDMEN ON THE OHIO RIVER. Among the other interesting papers is one by Dr. C. Henry King, Physician-in-Chief of the Scamen's Retreat Hospital, Staten Island, on "Unseaworthy Sailors;" one on "Sailors and Their Diseases, in Chelsea Hospital," by Dr. A. B. Bancroft, and one on "The Service on Cape Cod," by Dr. Peter Pince. Dr. P. H. Bailhache, Surgeon of the United States Marine Hospital, Louisville, Ky. contributes an interesting and instructive article of "The Freedman and the Service on the Ohio." Describ ing the life of heat-hands on the Western rivers, he says:
There is probably no other employment wherein class
distinctions are less thought of than upon our river

There is probably no other endpoyment wherein class distinctions are less thought of than upon our river steamers. Deck-hands of all colors and nationalities work, cut, and sie p together, regardless of exterior, and their wages are the same. Like similar professions this has its own vermacular to express its cutsine, and it has hastance, the close of boat which furnishes it. For instance, on the large, first-class steamers, where everything is Biography supplied, "side-wheel duff," folly expresses to the mind of the average "rouster" the coldition of things gastronomeal. The next grade is known as the "stera-wheel duff," where scannided eggs, breaking, and scapes from the efficient tables, &c., form a few gardeness compound; the lowest grade is the "accomplished duff," and all the grades more or less at a leaf into each other, depending on the amount of husiness the latter are doing. There is no compliant at the the farc, which is generally substantial and abundant,

Not less expressive is the name given the resting place, of the "rouster," during his few minutes of repose, day or aight, for no accommodations are furnished by the boats. If it is cold weather, the "St. Charies" is soverable after, and that is under the boilers; if it is Sumrer, "on the barriendes" is the cry, and each one seeks a resting place upon the softest freight he can find; in ky the one who can secure a sack of grain or a bale of cotton for his bed. The working tour of a marine embraces the entire 24 hours of the day and night; and when it is known that Ohio River boats, on an average, make landings to take on or discharge freight every half hour in the 24, the wonder is that these men can live on, year after year, with such irregular habits.

The remainder of Dr. Bailhache's paper is devoted to a description of the diseases inclient to the peculiar

description of the diseases incident to the peculiar service on the Western rivers, and the impositions that service on the Western rivers, and the impositions that are practiced upon the ignorant hands. Supplementary to the paper just referred to is one by Dr. Horace Ward-ner of the Cairo (Ill.) Marine Hospital, on "Diseases of River Men—Their Causes and Prevention." Of the re-maining papers accompanying this year's report, that on "The Yellow Fever Epidemic of 1873," by Dr. Frank W. Reilly, is the most important. The investigation on which this article is based was ordered by resolution of which this article is based was ordered by resolution of the Senate, and the paper was laid before that body in March last and ordered to be printed. As a full aummary of it, with copious extracts, was printed in the newspa-pers at that time, it is unnecessary to notice it at length here. The reports of the Supervising Surgeon are annu-ally more and more valuable and interesting, and, if con-tinued or the plan new advantal will contribute one. tinued on the plan new adopted, will contribute each year to the science of medicine and hygiene a mass of very valuable information, which could not be obtained from any other source.

THE MONEY MARKET.

OFFICIAL EEPORT N. Y. STOCK EXCHANGE SALES,

я		JULY 20, 1875.		
	10 A. MSALES BEFORE THE CALL			
			III. CALLE	
ä	North West Consol	Pacific Mail	North-Western Pf	
	Con G'd Bds	10 39 4	300 563s	
	10,000 844	Lake Shore	100 56%	
	6,000 6 84%	400 60%	St Paul	
	4,000 >4%	200 60%	100 37%	
	Western Union	1,100 6634	50083. 37%	
	600 80%	2,700 60%		
3]	1.000 8012	600 61		
9	300 80%	200c. 61		
H	60 80%	400 61 %		
1	1.000 807.	2,300 6134		
3	300, 8034	1,930 61%		
1	Rock Island	1,400 6114		
9	100160.105%	800 (12		
1	300	1006. 6134		
	400,105%	700b3. 61%		
9	N Y Cen and Had	800 6134	St Paul Pref	
ij	100 88, 104 4	700 611		
3	1001044	North-Western		
1	Erie Railway	20083, 41 4		
1	500 1554	200 43%	Tol and Wab	
ą	500e. 165a	10 41 a		
1	7.00 15%	6:0 4:12	300 6	
1	2,000 15%	400 41%	Ohio and Miss	
1	Union Pacific	800 41 19	100 23% 300 24	
1	300 73%	000 41%	200 24 %	
1	400 783	400 414	Pacific It of Mo	
١	Pacific Mail	North Western !!	200 48	
3	100 38%	500 55%	200 4839	
i	700 89	50	400 50	
i	20083. 38%			
a	GOVERNMENT ST	OCK DEPARTMENT	-104 O'CLOCK	
a				
п	AN	D 1112 O'CLOCK A.	Mr.	

FIRST BOARD-1012 O'CLOCK A. M.
Sales of State Bonds-Railroad Bonds-Bunk and Railroad Shares-Express Stocks, &c.

of:	road !	shares—Express Stoc	
11-	Georgia 7s, G B	CC& I Clat Mort	Lake Shore
H	4,000 98	1,000 47	1.6 90 61
d	Missouri 6s, A B	10,000 be. 47	500 61 500 60 1,100 \$3, 69 100 60 Cleve and Pitts 6
n-	10,000100	Can South 1st, with	500 60
m	N Y State Boun L.	Int Cert	1,100
11-	Reg	1,000 48	100 60
		North Missouri 1st	Cleve and Pitts 6
al	Dist of Columbia	2,600 904	4.0107
	8.658	Cont National	A CHARLESTON AT A
ic	1 000 724	Cent National	100 63. 91
	1,000, 724 Brooklyn 6s, W L 500 1024 Bur, C Rap, and M	Fourth Nat Bank	North Western
F,	5000 10024	5 10112	700 bc. 41
ıf-	Bur C Rap, and M	German Am Bank	700 bc. 41 100 s10. 41
9	1st	German Am Bank	300
	1.000 32	18. he. 90% Metropolitan Hank	500 41
ä.	Cine & Alten 1st	18 He. Dunk	600 41
	CHIC & ALLOW 1409	Metroponian hans	300
n	Chesa and Chio Ist,	20133	200\$3 41 3.10\$1 2.10\$4 100\$3 41
rt	CHESA MILL CHANGE	Phonix Bank	3.10 41
	ex coupon	100100	200 4
11	Chesa and Ohio 1st	Park Bank	100
	Chesa and Chin Ase	6178	\$00
100	Coupen ou	Merch Ex Bank	\$00\$4. 41 100 41
m	coupon on 500	12102	North-Western P
19.	Mill Bill Fill Latte, A	Consol Coal	100 55
7	and M Div	20 4739	2000 CO 1600 650
it.	fi,000	Marinosa L and M	1401
n	Mil and St Paul 1st.		700
į.	Con	100	100
ie l	2,000,	A and P Telegraph	100
100	32 000 22	50 be. 20	000
ă l			
	Miland St Paul lat	74000 - DC - 2007/94	200 110
0	LaC Div		Rock Island
96	5,000,bc. 91 Chie and N W Con	500 805a 900 8. 605a	30110 Rock Island 200bc.105
(0)	Coup G B	- CON CON	Cr thank
20	27 (10) (1) (2) (3)	500 Ser.	3 10 nc. 371 700 h3. 37 200 37
188	12 000 9414	2.000 80%	700 63, 37
50	5,000 84%	= 0.00 Q0.1.	200 37
ď	17,000 \$414 5,000 8448 Eric 2d Mortgage	2,0-0 80% 700 90% 600 808 Pacific Mall 1,500 bs 38% 200 88%	100 33 100 37 200 37 100 37 100 37 100 53 37
et	Er e 5th Mort	Conide Mail	100, 37
8.	Fre 5th Mort	1 500 be 200	200 374
10	C. P and Ash, old	2007 - 2534	100 37
E-	cr. P and Ash, old	100b3. 88%	100 63. 373
	500103	100 10 355	500 37
	Lake Shore Div B	100b1 3 % 100c 3 %	500 37 400 37
1	500101%		
8	24 Ca Telephone C very 7 %	100 3842	28 DERIGH PETER
	17.00 /	100	100be. 013
	12,00%101 Hariem 1st, 7s, C 8,000	Adams Express	500
	8,000, 1107 ₈	10100	14000
10		U S Extress	Tol and Wabash
le l	1,000 96½ Ohio and Miss 2d 6,000 76	20 46	500 be. 6
	Ohio and Miss 2d	10 t he. #6	209 63
e.	6,000 76	NYC and Hud	3 10c 61
	Union Pacific 1st	100bcb3 1044	100, 84. 6
121	1 0 0 101%	Land and the Land of the Control of	N Y, N H and Har
	2,000 10129	Erie Railway	24 11.24
ti I	2,000 1013g Union Fac 78, L G	2661 No. 15%	Pitts, Ft Wayne d
er i	2.00 0 90 5 8 000 90 4	10083. 154	Chie G t. 950
0	N (HH) 10174	2000	
0	Ursmagra	100 15%	
1	U.F. Sink'g F'd 6,000, 96	100 15%	Pacific R R of Mo
3	FREIDCAUDI BIO 20	Mion Court and	Han and St Jo
h- Ya	1,000 79%	90bc. 674	17 be. 25
65	1,000 19 b	Lake Shere	Ohie and Miss
	Pacific 78, tentra	200 613=	200be. 247
#	State of Mo	500	3003. 21
	Central Pac Gold	1,100 611e	200 24
6	Central Pac Gold	1,800 81 61	10083, 123
1,	Honds	AUltanante Di	10083, 137
11	1,000bc.1007s	1,100 61 1,500 60%	200 23
111	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 600	200:31:111 20:
2		1,600 61	Same on the ward
9	12½ 0'CLO	CK-SALES BEFORE	THE CALL.
100	HUNGARA BARANTA BARANT	LEGISLES CO. LA	NEW TITLE COMMENTS OF THE PARTY

1,500 60	200 23%
CK-SALES BEFOR	RE THE CALL.
Pacific Mail 100 c 384 200 c 385 700 b3 381 Lake Shore 1 50 60 509 c 61 100 60 200 b 60 Union Facilic 100 73 North-Western 1,000 41 600 41	200
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	T-2 O CHOCK P. M. 0 Compon, 1867 120 0 Compon, 1864 1040, Compon 1174 Registered, 1881 100 1164 1165 1165 1165 1165
	1,600

SECOND	BOARD-1 O'CLOC	K P. M.
	le- Railroad Bonds	
Sales of State Bone	4- Pattrona Bonas	- Bank and han-
road 8	hares-Express Stoc	ks. de.
Union Pacific 1st	Western Union	North-Western
2,6001014	100 804	300 41%
Union Pac 78, L.G	Merchants Bank	HOO 41%
2,000 9832	13122	N J Central
C. C. C and I	Pactile Mail	101104
2,000 1064	100 brs3. 3819	25be.1103
Iowa Midl'd Ss, 1st	400 88%	Rock Island
6,000 0	30083. 38%	200 beb3 105 %
Pacific R of Mo 2d	100 815. 284	150105 %
8,000 1912	Eric Rallway	400105%
S.CO.	200 ic. 1512	St Paul
Ohio and Miss Con	20 15%	700.bcb3, 374
4,000 9622	400 15%	St Paul Pref
Tol, Peo and War	Lake Shore	200bc. 603a
West Div	1 0 bc. 60%	Tol and Wabash
5,000 55	200 13, 60%	100
Chic and N W Con	700 60%	100 55
Coup Gold B 1,000 84%	400 60%	500 54
35,000 814	200 60%	Ohio and Miss
Mil & St P'18s, 1st,	C C and I C	100.bcb3, 23%
3,0001125	100 be. 104	300 2334
Cen Pac Gold B	Union Pacific	40043, 284
1,00010119	100bc. 734	300 235
Western Union	200 73	Morris and Essex
300. bes3. 804	North-Western	50,be,1024
1 100. 1083. 2018.	500bs. 414	Pac B of Mo
1,100 80%	1 100	Tac Is in mo

1.100... 83.. 414 6....bc. 504

SALES FROM 2'2 C	ess, 3 o'clock P.	M.
N J Central 1st Con	Pacific Mail	North-Western
Censel Coal of Md	100 b3. 384	100 41 %
Mariposa L and M,	400 3834 600 683	200 41%
Assess Paid	Ene Rallway	North Western Pf
100 114	700 15%	Rock Island
Western Union	Illinois Oentral	100 b3 1054g
10083. 804	50 98%	Tol and Wabash
200 804	Lake Shore 100	100
Wells Fargo Ex	50 60 %	2(4) 37 14
Adams Express	1.000 60 9	100 b3. 374
10100	200b3, 60 g	100 6019
Pacific Mall 38%	100b30. 60 5 600 60 5	Del, Lack and West
200 384	North-Western	Ohio and Miss
900 38%	200 41%	300 23%
2008. 38%	200 414 100b3. 414	Han and St Joseph
	200 83. 41 8	100

TUESDAY, July 20-P. M. We would be glad to see in the present rampant at 7214: New-York by We would be glad to see in the present rampant souri 6s, Asylum bonds, at par, and Georgia Gold 7s at 98. The bids were as follows: speculation in wheat an encouraging sign of returning prosperity to the country, but find it just a little indicult to do so, and fear that its effects may be more likely to retard than to facilitate the movement of the new crop. The danger is that the speculation will, if it has not already, put wheat above the stripping point, thus eventually at 98. The bids were as follows:

Oncred. Asked.

Alabama 58, 83. 35 38 N. Y. Reg. By L. 100 100 2 Alabama 88, 88. 35 4 N. Y. Coup. By L. 100 2 Alabama 88, 88. 35 4 N. Y. Coup. By L. 100 2 Alabama 88, 88. 35 4 N. Y. Coup. By L. 100 2 Alabama 88, 88. 35 4 N. Y. Coup. By L. 100 2 Alabama 89, 88. 35 4 N. Y. Coup. By L. 100 2 Ala

TOMINY TRIBUNE. WEDNESDAY, JULY 21, 1678.—WITH SUPPLEMENT.

| The control of the price and a sufficient in the price and a suf

monthly dividend, amounting to \$25,000, July 15. The London advices of a financial nature were favorable, and a further advance in breadstuffs is reported. British Consols made a smart advance to 94916 for both money and account at one time, United States bonds ruling strong at full prices. Eric was strong at 1358@1378 for common and at 29@2912 for the preferred. The rate of money in the open market is 2 per cent, three months' bills being discounted at 212 per cent, or 12 per cent below the Bank of England minimum. This institution made a gain to-day of £182,000. bullion. For the first time in many weeks, the rates of foreign exchange were to-day lowered to \$4 87 for long bills and \$4 90 for short, the market being firm at the decline. The occasion of the lower rates was the better supply of commercial bills, making which had opened firm at 114, and rated at 11378 a 1141 sup to noon, become weak and lower, and the price declined on free offerings to 11314, the lowest point made on the downward turn. On gold loans the rates were 2, 3, and 4 per cent per annum, 164 per diem, and flat for borrowing. The engagement of specie for to-morrow's steamers amounted to \$500,000. The United States Treasury now holds twenty millions of silver, equally divided between the coin and bullion. The export clearances of domestic produce from this port for the week ending to-day amounted in currency valuation to \$5,203,-632. The Assistant Treasurer paid out \$76,000 in coin interest on the public debt, and \$9,000 in called five-twenties. The day's business at the Gold Exchange Bank covered: Gold cleared, \$38,598,000; gold balances, \$1,440,250; currency balances, \$1,656,038. The quotations for gold are as follows:

about 2 per cent. Prime discounts found ready sale at 312@5. The customs receipts at Washington to-day were \$470,000. Internal Revenue receipts \$220,000, the U. S. Treasurer receiving \$540,000 National bank notes for redemption. The following is the Clearing-house statement: Currency exchanges, \$54,526,461; currency balances, \$2,708; gold exchanges, \$5,529,760; gold balances, \$702,825.

Government bonds made no further material decline, despite the further run down in gold. We annex the latest street quotations:

200	Offic.	Asked.		ASSOL
-88	U. S. Curv. 6s 12234	-	1865 Coupons 118 %	118
20	18-1 Repretered . 119%	120	1867 Registered 119%	
	1881 Coupons 121	1214	1867 Coupons	
•		110	1868 Registered, 110	
	1862 Coupous 116%	1121	1863 Coupens 119%	120
*	186: Registered	117 %	10.40 Registered 117	
	1864 Coupous	11170		1171
	1865 Registered 1185	119	10-40 Coupons 117	115
	1800 Coupous Ils's	119	5s 18s1 Regist'd114 's	
•	1865 Reg'd new . 118	1184	5a 1881 Coupons 116	1162
		No.	6 (1-1-11- 2 (25- m)	ald a
			of Columbia 3-65s 8	
	at 791. Naw-Vark	State 1	Resents: Investa at 106	· Mis

RECEIPTS	OF DOM	22110	FROM C.	
1 63 16 31 17 17 17 17 17 17 17 17 17 17 17 17 17			DAY. July 20, 1	875.
Ashes, pkgs Beesw'x, pk 1 cotton, bles 5 Copper, bbl 60 d Fruit, pg 2,248 Flour, bbls 10,001 wheat, bsh 18,286 corn, bush 35,900 oats, bush 43,974 Beans, bbls 95 Peas, bush 300 can M't, bbls 629	Hemp, bles. Hides. Hides. bales Leather, sds Oileake, pks Pork, pkgs.	102 20 2,888 451 20,069 370 883 48 999 425 41 2,546	Tallow, pkg Lardoul, bbl Ising, bbls. Skins, bales Spelter, pcs Singar, bbs. Starch, hxs Tea, hf.chst Tobacco, hd Tob, bx&cs	144 50 519 13 326 683 507 575 14 130 179 616 471

STATEMENT OF EXPORTS. TUESDAY, July 20, 1875. The following is a complete list of exports shipped in vessels which were cleared to day for foreign ports:

| BARBADGES | Bark Gol len Fleece. | Bark Gol len Fleece. | Beef, bbls. | 113 | Bread, bbls. | 600 | Ollmeal, lb. | 49,250 | Beef, bbls. | 25 | Peas, bush. | 1,150 | Horses | 12 | Flour, bbls. | 700 | Corn, bush. | 800 | Hay, bales. | 25 | CornMl, bbl | 500 | Oats, bush. | 2,500 | Water Csks | 10 | Shooks. | 600 | BERMUDA-Brig T. H. A. Pitt. | BREMUDA-Brig T. H. A. 14tt. | 17tt. CORK-Bark Fancook.

Petroleum, gals......Bark Mary G. Reed. GLASGOW-Brig A. J. Pettengill. HAVANA-Steamer Cole mbus.

Limawood, West Coast. 70 00% — gold.

Saban Wood 00 00% — gold.

PEATHERS—Choice lots are scarce and firm, with a fair in quiry. Eastern, 53%-54c; Western, live goese prime, 55%00c, and Southern at 50%50c.

FISH—bry Cod are in fair demand at mechanged figures; sales of 300 qtts. Grand Eanli at \$4.75 v\$5, and 200 qtts. George's Rank at \$5.26, the latter in light supply and wanted. Good old Mackerel continue in good request and the market ruled tru, with sales of 100 bbis. No. 1 Massacausetts Shore at \$12.50. 00 New Mackerel, 100 bbis. No. 1 Massacausetts Shore at \$12.50. 00 New Mackerel, 100 bbis. No. 1 Massacausetts Shore at \$12.50. 00 New Mackerel, 100 bbis. No. 1 Massacausetts Shore at \$12.50. 00 New Mackerel at \$50. 3 at \$7.50. Rox Herring are firm and more active; sales of 13.000 boxes scale at \$30. Barrel Lerring are duil and nominal. We at 0.c.:

Dry Cod, \$0 cm. \$5.25 \$\$ \$5.00.

Picklet Cod. \$1.00. \$5.00. \$5.00. \$7.00.

Mackerel, No. 1 Mass. Shore, new. \$1.00 at \$2.00.

Mackerel, No. 3 Halifax, new. \$6.50 at \$7.00.

Mackerel, No. 3 Mass, large new \$7.50 at \$5.00.

Salmon, Picklet, \$1.00. \$1.00. \$1.00. \$2.00.

Salmon, Picklet, \$1.00. \$1.00. \$2.00. \$2.00.

Salmon, Picklet, \$1.00. \$1.00. \$2.00. \$2.00.

Herring, Senied, \$7.00. \$0.00. \$2.00.

Herring, Dutch, new, \$7.00. \$0.00. \$2.00.

FLOUR AND MEAL—The Flour market opened stronger, especially for leading shipping brands; the offerings are mod-

s quote:
| Kye Flour, Western Fine and Superfine...\$4 707\$5 00 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, Pennsylvania 5 000 5 70 |
| Kye Flour, Pennsylvania 5 000 5 70 |
| Kye Flour, Pennsylvania 5 000 5 70 |
| Kye Flour, Pennsylvania 5 000 5 70 |
| Kye Flour, Pennsylvania 5 000 5 70 |
| Kye Flour, Pennsylvania 5 000 5 70 |
| Kye Flour, Western Fine and Superfine...\$4 707\$5 00 |
| Kye Flour, Western Fine and Superfine...\$4 707\$5 00 |
| Kye Flour, Western Fine and Superfine...\$4 707\$5 00 |
| Kye Flour, Western Fine and Superfine...\$4 707\$5 00 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 000 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, State 5 00 5 90 |
| Kye Flour, St

Cotton, bine 96 [Totlacechol 22] [Hay below. 700]

Normal, bill. 27,154 Machiny, Pa Choick, Data 80.

Formal, Machiny, Pa Choick, Data 97 [Corn, Bond, 207]

Lance-Hard Hardwise, 77 [Land, B., 100]

Lance-Hard Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Lance-Hard Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] Hardwise, 77 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B., 100]

Normal, Data 1, 100 [Langdd, pp 16] [Land, B

INDIGO.—Trade is very quiet and values are unchanged.
Mandis sold in lats at 70% soc., and Madras at 85c., currency.
1.5ATHER.—6 onlock.—The movement for expert continues.
Shipments, 16 500 85cs, which exceed the usual weekly average.
Manufacturers are still purchasing very sparingly, and the market is easier. For crop (here is a novierate demand, chiefly for middle weights. We quote:

LINSEED—Is without movement, and prices are nominal at \$1.82\cdot at \$1.80\cdot at \$1.

a # 7 12 \(\) Charcoal Tin quoted \$\ 250 \cdot 85 \(37 \), and Charcoal The quoted \$\ 250 \cdot 85 \(37 \), and Charcoal Term at \$\ 57 \) 57 \(25 \), and Charcoal Transport of the quoted \$\ 250 \cdot 85 \) 37 \(34 \), and Charcoal Transport of the quoted \$\ 250 \cdot 85 \), and Charcoal Transport of the quoted \$\ 250 \cdot 85 \), and Charcoal Transport of the quoted \$\ 250 \cdot 85 \), and Charcoal Transport of the quoted \$\ 250 \cdot 85 \), and Charcoal Transport of the quoted \$\ 250 \cdot 85 \), and Charcoal Transport of the quoted \$\ 250 \cdot 87 \\ 250 \\ 250 \cdot 87 \\ 250 \\ 250 \cdot 87 \\ 250 \\ 2